



CORDES JUNCTION / INTERSTATE 17 TRAFFIC INTERCHANGE



Project No. NH-017-2(632)

TRACS No. 017 YV 267 H4269 01D

December 1, 2006

PROJECT UPDATE

Frequently Raised Comments/Questions—June 2006

Responses to some of the most frequently raised comments and questions on the project from the June 2006 meetings are provided below.

The public wants to remain informed throughout the project process.

ADOT is releasing this Project Update to keep the public informed of the project status, and it welcomes additional suggestions on how to keep the community informed.

There is frustration regarding the length of the project process.

ADOT agrees that the process has been lengthy. Though ADOT could have proceeded with construction of the 2002 EA Selected Alternative, it continued to identify and evaluate design solutions that would better meet the long-term needs of those using the traffic interchange (TI). Funding for the project remains programmed, and even with the review of minor refinements to the Selected Alternative, construction is anticipated to begin in fiscal year 2008.

What are the considerations for two-way access across I-17 at the location of the existing TI?

There has been strong support for two-way access at this location. Therefore, ADOT has investigated feasible designs that would accommodate two-way access, with considerations for safety, ability to serve projected traffic volumes, flexibility in driver use, and cost. The design would need to minimize potential for traffic proceeding east on the crossroad to access I-17 in the wrong direction. An interchange design that reduces vehicle delay times and congestion is necessary. ADOT has determined that the use of two roundabouts offers the best design solution for the provision of two-way access at the southern TI. In addition, roundabouts provide driver flexibility by allowing for U-turns at each end of the crossroad.

Large vehicles (e.g., modular homes, long trailers) will have difficulty navigating roundabouts.

The TI intersections would be specifically designed to accommodate oversized vehicles, including those carrying modular homes and long trailers, that frequent this traffic interchange. This design consideration would be included in all intersection options. For roundabouts, the travel lane would be a minimum of 18 feet wide and would have approximately 6 feet of interior apron that would be designed to accommodate oversized vehicles. In Option C, vehicles can use the northern TI instead of the southern TI and avoid roundabouts in most instances.

Roundabouts pose an access and delay problem for emergency response vehicles.

ADOT is working with the Mayer Fire Department to address any remaining concerns regarding emergency response. The roundabouts would not create any constraints that are not present in a standard intersection. The travel lanes are oversized (a minimum of 18 feet wide) compared with a standard intersection travel lane (10–12 feet wide), and additional access is provided by the center apron, which can be used by emergency vehicles.

Under Option C, only two roundabouts would need to be traveled by emergency vehicles. In addition, the new north diamond traffic interchange would provide secondary access for emergency vehicles to the area.



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The existing/proposed intersection configuration is confusing (go north to go south and converse).

The proposed intersection designs combined with well-placed signage would help simplify the southern TI. For roundabouts, specific signs would be used so that the destination for each leg of the roundabout is clear.

Seven roundabouts are too many.

ADOT has heard and understands the concerns expressed about roundabouts during the public meeting in June 2006, and has been working on intersection options capable of providing an adequate level of service for projected future traffic, and providing the desired two-way access at the southern TI. ADOT is proposing Option C, which reduces the number of roundabouts for the traffic interchange, while still maintaining the desired two-way crossroad at the southern TI.

Other alternatives, such as a diamond or cloverleaf configuration, should be considered.

Based on the public review process that led to the Selected Alternative in the 2002 EA, there was a strong interest in a second point of access for the community and a segregation of the Prescott-bound traffic from traffic stopping for services. A diamond or cloverleaf configuration would not provide these benefits and would not accommodate the traffic volume from Phoenix to Prescott.

ADOT has already decided that Option B would be implemented.

Option A is the Selected Alternative identified in the 2002 EA for construction. ADOT values public comment on its projects and during the design process for this interchange project, an option was identified that would allow ADOT to give the community two-way access at the southern TI.

No final decision has been made regarding the proposed project. Extensive deliberation was conducted to give consideration to public comments received on the intersection options. Option C has specifically been developed in direct response to comments received.